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[597]

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[125]

SCIENCE AND THE WAR. NATIONAL PHYSICAL LABORATORY. AN ASSET OF PEACE.

[FROM A CORRESPONDENT TO "THE DAILY TELEGRAPH"]

The victory to which the Peace Treaty gives definition is already acknowledged to be largely a victory of material. By our provision of the material of war, and by the excellence of that same material, the enemy was brought at long last to defeat, and the German nation, for so long acclaimed as the foremost materially scientific nation of the earth, has now to admit that the despised Briton is in all applications, physical, material, and mechanical, his master. And, chief of the institutions and departments which helped to smother the German reputation as the pre-eminent material scientists is the National Physical Laboratory at Teddington, that humble of buildings so quietly set at a corner of Bushey Park, Surrey, around a once deserted Royal residence, a great national laboratory has grown up—a laboratory which ranks high among the greatest in the world. This growth is the result of the unremitting and enthusiastic activities of the first director—Sir Richard Glazebrook—who still guides its multifarious activities. Here many of the wonders of the war had their origin, and here many of the triumphs of the peace were either initiated or developed.

For the solutions of the war's problems, with which the wise men of Teddington have presented us, should be amongst the greatest assets of the reconstruction which is to come. Obviously, much of the work that has been done was done in secrecy—some is to be for ever secret—and naturally the workers in the buildings and sheds around the old Royal home at Bushey were bound to silence. Four and a half years of silence makes a man's tongue slow in habit, and it is not surprising, therefore, that the remarkable band of scientists gathered around Sir Richard Glazebrook still find free utterance regarding any of their labours a thing surprising and difficult to accomplish. Enough may be said, however, to show that we owe the development of standardised and specialised production, which alone gave us the necessary volume of munitions, almost entirely to Teddington; that to these workers alone is due the creation of a second line of material, tested and ready for application, should the submarine ever have bolted us from certain supplies; that here were developed the conditions for automatic stability of aeroplanes which rendered night-flying possible; and that here, too, were performed a thousand and one tasks of unexpected and unusual character and of an unexampled urgency. The war was the acid test of British science. It is right to acknowledge fully and heartily that no phase of British life showed the faculty of rising superior to the occasion so plainly as that which finds its highest expression at Teddington.

THE BASIS OF AUTOMATIC PRODUCTION. Where the work of so many departments is so intermingled as is the case at the National Physical Laboratory, it is not easy to set out a record in due order, but, perhaps, the first of the great duties here undertaken was that of standardising production. Much has been written during the war regarding the wonderful gauge work carried out in the hundreds of factories erected all over the country for the output of various portions of shells and other munitions of war involving work of repetitive character, but very few realise that it was the laboratory at Teddington which stood behind all that work. In that far-off time before August, 1914, our needs in shells and such things were supplied by one or other of the few firms which specialised in such production. In the workshops of these firms the various parts were assembled, and it was possible easily to arrange the hitting of the various pieces which went to make a finished article of a certain standard size and weight. The huge demands of modern battle made it impossible for these firms to satisfy even a tithe of our needs, and it became an urgency for the country so to arrange its methods of production as to enable us to perform, in bulk, with the same precision of standard, the tasks which had been carried out in every detail and on a moderate scale, by skilled or semi-skilled workers.

Accordingly, it was necessary to make the operations of manufacture practically automatically exact, so that the various processes were virtually fool-proof. At the same time, automatic production, involving as it did an immense amount of repetition work, compelled the establishment and maintenance of a standard of accuracy far higher than had been known in many engineering shops before 1914; and the only institution in the Kingdom which could carry out the task of controlling such a standard was the one at Teddington. Arsenal and factory had neither the expert staff nor sufficient of the exact appliances, and accordingly the work was entrusted to the National Physical Laboratory. This latter body, as a matter of fact, did quite 95 per cent. of the gauge and other testing which had to be done, but it did also something more. It taught the old masters and the new workers what duplication and interchangeability really meant.

IMPROVEMENT OF GAUGES. The gauges were checked at a rate, when pressure was at its highest, of some 10,000 per week, being examined by the check gauges of the laboratory, which last were, in their turn, proved against the master gauges, here manufactured and stored. Even the provision of gauges which were correct to 1-10,000 of an inch for the machine shops of the country was not sufficient, however. The machines in use were, in many cases, badly made, and workers all over the country were failing to secure the accuracy desired. The extreme limit which could be allowed, for instance, in screw gauges was 0.0005 of an inch, but in the early days this was a standard of excellence difficult to obtain, even though of vital importance. Often the face-cams of shells were not fixed to the bodies until they reached a base in France, and then the work of different parts from different districts in this country was found to vary to such degree as to render much of which had been provided useless. In these circumstances the scientific engineers and metrologists of Teddington started on the

task of educating the workers and employers in regard to gauges. Illustrated papers were produced and circulated privately to the various firms, setting out the defects most common, and showing how such could best be avoided; new designs were prepared of various machines and their parts to explain how it was possible, by slight alterations and additions, to transform a machine which must necessarily have an output of an inferior character, into one capable of producing work of the standard demanded; and employers and those responsible for the control of the work were encouraged to come to Bushey Park that they might learn even more fully and readily how best they could help their country. The result was wonderful, and now the lessons learned are amongst our chief assets of the future.

A WONDERFUL STANDARD. Already manufacturers have learned that even a higher standard than that to be obtained by the use of gauges capable of detecting errors of 1-10,000 of an inch is desirable, possible, and profitable, and so today we find that such manufacturers are demanding—and obtaining—from Teddington new standards with an exactitude of 1-100,000 of an inch, parts being received now, for practical use, which are tested up to that close degree. And so that the laboratory may not find its capacity overburdened by commercial demands, instruments have now been devised by which sizes can be measured up to 1-1,000,000 of an inch. And, in so doing, the designers and inventors have given us a new industry, small, yet of immense importance.

Prior to the war, the manufacture of the metal standards governing our engineering sizes was largely in the hands of a famous neutral firm. This made a speciality of the manufacture of the little steel plates of varying thickness, which gave us the measurements for our gauges, and these were made by them correctly to within 1-10,000 of an inch. Once or twice during the jangling years of war it looked as if certain of the neutral nations would have to throw in their lot on the side of one or the other of the belligerents, and therefore it was deemed advisable that Teddington should be instructed to find a manner of preparing these standard plates, so that we could, if desired, be independent of the neutral firm. This problem was solved and solved in such a manner that these standards can now be produced correct up to 1-3,000,000 of an inch, and by a simple method capable of commercial development.

Gauging and its control was not the only work of the metrological department. Many errors were made and much bad work was done in regard to the turning of screw threads on bolts and the internal threading threads to cover the same. Modern engineering, especially in aeronautical work, requires often that two parts, when screwed together, should form a perfect connection. Pitch, size, depth, and spacing of threads must be absolutely exact if the desired result is to be achieved. If the checking of, for instance, a small screw by means of any ordinary mechanical device controlled by human hands and dependent upon the human eye is practically impossible, so it was found necessary to design both horizontal and vertical projectors, for the purpose of projecting highly magnified images of the actual threads of a screw or a cast taken from a ring thread. These projectors were easily and exactly checked against large and carefully-prepared drawings, setting out enlargements of the work required, and many a manufacturer received a shock when he saw at Teddington the amount of error revealed in work done. Errors detected and corrected, and thereupon little doubt that the higher standard made possible and commercial by the Teddington system saved our men's lives as well as the country's money.

CLINICAL THERMOMETERS. The institution commenced to thrive upon its work—even the Treasury increased its annual grant given about fourteen or fifteen hundred per cent.—and gradually the authorities, whether Admiralty, War Office, Munitions Ministry, or the Air Service generally, came to rely largely upon it for most things that mattered. To-day the National Physical Laboratory is the place where all the clinical thermometers used in this country are given their certificate of standard, and something closely approaching 30,000 per week of these "guides to influenza" being examined weekly. Of equal importance, perhaps, was the testing and improvement of pyrometers and other special precision thermometers for the checking of heat treatments and for those dangerous, if necessary, processes involved in the distillation of toluene, etc.

In the engineering department, as in its ally, the metallurgical department, an enormous amount of highly valuable original work was carried out, in addition to the large increase in respect of the ordinary duties of these sections. The many talented men—and women, too, for the matter—under Dr. F. E. Snodgrass, F.R.S., and Dr. Walter Rosenhain, F.R.S., have undertaken much practical research work, speedily utilised to our war advantage, both in regard to general engineering and aerodynamics, and in metallurgy and metallurgical chemistry. Indeed, Dr. Rosenhain was called upon, during the war, practically to provide our fighting forces with a second line of metal material. With the submarine menace growing in intensity, and always the danger present that our shipping would fall below the standard necessary to maintain supplies, it was felt advisable to arrange alternative metals and substitutes, so that, if required, we could furnish our Navy and arms with good quality material for all purposes from natural and available sources.

First there appeared a possibility of a shortage of the cupro-nickel with which our leaden rifle-bullets are covered, and alloys in which nickel was not required were produced which could withstand the exacting service demands of bullets. Then it was necessary to save the aluminium tips with which the rifle-bullets inside its cupro-nickel mantle, is provided, and substitutes for these were devised and produced. Bullets so made were tested, and found to be as accurate and penetrating as those provided with the aluminium tips, and though we were not called upon to use them, they were ready if needed.

ALUMINIUM RESEARCH. Substitutes were found also for anti-monial lead, cartridge brass, alloys for fuses, etc., and in fact, for every metallic substance needed in large quantities, save steel and lead, while immense improvements were effected in the constitution and production of non-magnetic materials for instruments, electrodes for sparking plugs for air engines, and a hundred and one other things. Perhaps the most startling and far-reaching metallurgical work of the laboratory has been that which has helped to establish the position of aluminium as an engineering material, a factor of immense importance in regard to aeronautical construction. It is pleasant to record that our scientists here had nothing to learn from the Germans in respect of this branch of their work, and that they had no difficulty in producing for airship frames and other light, strong construction work, better aluminium alloys than our enemies, in this connection it may be of interest to mention that Duranum, the German patent aluminium alloy used in the construction of the Zeppelins, was itself virtually a grandchild of the National Physical Laboratory, having originated from certain work carried out at Teddington as far back as 1909.

Pre-war alloys of aluminium usually weakened and softened when hot. Thanks to the wonderful investigation plant designed at Teddington, alloys were found which overcame this difficulty, and aeroplane engine castings of a British and strength equal to the requirements, are now made from the laboratory's formulae. Cylinder blocks, pistons, and crank cases for aeroplane engines are only a few of the parts now made, and some idea of the advantages secured can be imagined when it is stated that the use of aluminium alloy for aeroplane pistons increased the power by more than 20 per cent., and, at the same time, effected a considerable reduction in the petrol consumption. To-day, also, our rolled aluminium alloys, used for structural purposes, are much superior to anything ever produced in Germany.

As an instance of what has been done in this direction, mention must be made of an alloy of this metal which has been produced at Teddington for the purpose of providing a light, fireproof fabric for aeroplanes, thus greatly reducing the danger of burning accidents when flying. The object of the investigation was to produce a metal fabric of continuous production, which, with exceeding lightness and tenacity, should combine the strength of steel. When the proposal to make such a fabric of aluminium alloy was first advanced, the experts of the big manufacturers were unanimous in declaring that such compounds could not be rolled; that, notwithstanding this, the task was accomplished, and aluminium alloy sheets can now be rolled, commercially, down to a "thickness" of .0025 in., and capable of enduring a tensile strain of thirty tons to the square inch. Such an alloy is lighter and most probably cheaper than the ordinary steel fabric and there is little doubt that we shall shortly see our aeroplanes all equipped as to wing and body covers with this latest result of Teddington's activity. Owing to the lability of the edges of such thin metal sheets to tear—some idea of what is meant by 0.025 of an inch can be gathered when it is remembered that the thinnest of safety razor steel blades is .008 of an inch—a special and very ingenious method of fastening the new alloy to the framework has been designed, but it is not possible to say anything further at this stage, as this method is still regarded as a secret by our Government, though it is understood to be the intention of the authorities to publish the details shortly, so that full commercial utilisation of the discovery may be possible.

MAGNIFICENT ADVISORY WORK. And during this period of original production, the usual advisory work, greatly intensified by the war, as was inevitable, was being carried out. The microscopic examination of metals, including a considerable use of the latest devices for high-power photo-micrography, has been of unique service to various Government departments and manufacturers in difficulties. The metals used in torpedoes, air vessels, and other "appliances" (nickel chrome steel forgings, and other new compounds, often reveal undesired attributes, and it was to the staff at Teddington that the Government and the manufacturers looked for a method of overcoming the various difficulties. The fact that they never looked in vain is a magnificent testimony to the knowledge, understanding and persistency of these seekers after truth, who were often able to ascertain the reasons for failure, and to devise methods by which success was obtained. Typical was the result of the investigation into the faults arising in the big iron plates of a certain portable electrolytic apparatus, used in France. At the beginning about 40 per cent. of these plates cracked under the conditions of their work—they had something to do with hydrogen—and were rendered useless. The National Physical Laboratory investigated the trouble and advised the taking of certain steps, with the result that the proportion of faults decreased from 40 to 1 per cent.

ANOTHER TERROR ADDED TO WAR.

One feature of the Department of Interior exhibition (U.S.A.) is a new chemical, 1,000 tons of which were being manufactured at the time of the signing of the armistice. It is a poison known as "Lewisite," named from its inventor, Professor W. Lee Lewis, of Northwestern University. According to a description published in the Press, one drop of this liquid, poured into the palm of a hand, would poison the blood and thence to the heart, killing almost instantly. Ten aeroplanes could have carried enough Lewisite to wipe out every vestige of life in Berlin. If the armistice had not been signed by the Germans 1,000 tons would have reached the American front in France by March. The poison manufacturing plant, the story continues, was near Cleveland, and was making ten tons daily. All workers in this plant had agreed to live on an 11-acre factory not to let the secret leak out.

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NOTICE TO CONSIGNEES.

FROM LONDON, COLOMBO AND STRAITS.

THE Steamship

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having arrived from the above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves delivery may be obtained.

Goods not cleared by Aug. 16th, 1919, at 5 P.M., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Aug. 16th, 1919, at 10 A.M. Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case where Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, August 9th 1919. [1100]

NOTICE TO CONSIGNEES.

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THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Aug. 14th, at 10 A.M., and Aug. 16th, at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognised.

No Claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Aug. 16th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY, Alexandra Buildings, Hongkong, August 9th, 1919. [1101]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"NAMSANG"

having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by Aug. 30th, at Noon will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, August 12th, 1919. [1114]

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[11]

GOVERNMENT SERVANT CHARGED WITH RECEIVING A BRIBE. AN INTERESTING CASE.

At the Magistracy, yesterday, before Mr. N. L. Smith, the No. 1 coolie of the Public Works Department was charged with receiving a bribe of \$5 from a Chinese boat-builder, on the understanding that he would procure him a permit for a piece of land in Shamshui for which he had applied.

There was a large number of spectators in Court, including Mr. T. L. Perkins, Assistant Director of Public Works.

Mr. M. K. Lo appeared for the defendant, who stated that the money was given him as a loan.

Sergeant Grant, in opening the case, stated that defendant had received certain sums of money amounting to \$11 on different occasions.

Mr. Lo objected to this as inadmissible, because he was only present to defend one charge. The other occasions cited were irrelevant as far as his client was concerned.

Mr. J. C. Mackay, Land Bailiff of the P.W.D., reading from a memorandum, stated that on August 4th complainant's wife came to his house, when he was absent.

Mr. Lo objected to Mr. Mackay reading his evidence, stating that Mr. Mackay had to satisfy the Court that the memorandum was made at the time the incident complained of took place.

Mr. Mackay replied that he could prove what he was going to say. He read from the memorandum merely with the intention of not confusing the dates.

Mr. Smith remarked that, strictly speaking, a witness was not allowed to read from any memorandum unless it was proved that it was made at the time in question.

Continuing, Mr. Mackay stated that complainant's wife interviewed his wife and told her that her husband had applied to the Public Works Department on two occasions for a piece of land, and that her husband had also been to the office to find out the cause of delay. On the first occasion he saw the defendant, who stated that the delay in granting the permit was due to some preliminaries, and that the permit would be ready eventually.

Mr. Lo: How can Mr. Mackay say what his wife told him?

Mr. Mackay: My wife made a memorandum containing every word of the conversation. This is what she wrote (holding up a piece of paper).

Sergeant Grant intimated that complainant's wife was present in Court and could give evidence as to what passed between herself and Mrs. Mackay.

Mr. Smith agreed to this, remarking that Mr. Mackay could confine himself to the incidents which took place in his office.

Mr. Mackay: The reason why the man came to my house to see me, and later to my office, was that he could not suffer any more "squeezing."

Mr. Lo: That is a very improper statement to make.

Complainant, deposed that he went to see Mr. Mackay at his office on August 6th about the permit and met defendant, who showed him in. Defendant spoke some words in a strange language to Mr. Mackay, and afterwards, when complainant was leaving, intimated that he would see him on Saturday about \$10. Complainant notified Mr. Mackay, and a constable was sent to witness' house. When defendant visited his house on the Saturday he told witness that the permit for the piece of land would be ready in another week. When witness handed him \$5 he asked for \$10.

Mr. Lo: I put it to you that defendant came for the money on Saturday, because you promised to lend it to him. Witness No.

Mr. Lo: What took place was this. You called on defendant and told him of your application, that you had sent it in over a month before, and that you had not received a reply. Defendant told you he could do nothing except see Mr. Mackay about it, and, before taking you in to his office, he said that, owing to the difficult times, he was hard up and wanted a loan of \$5. You promised to give it to him and asked him to call for the money on Saturday. Witness: No.

Complainant's wife, giving evidence, explained that she was deaf and short-sighted. When asked to point out the man to whom her husband had paid money she said she was unable to do so, although she was present in the room when the money

changed hands. The whole matter arose over a piece of ground, and when her husband handed the man \$5 he asked for more.

A Chinese detective stated that Mr. M. K. Lo came to the Shamshui Police station and marked a \$5 note, which he gave to a witness to hand to complainant. Witness went to complainant's matshed, situated near the seashore, and, concealing himself along with another detective, awaited the arrival of defendant. When defendant came in sight complainant's wife warned them, saying: "He's coming."

When defendant reached the matshed complainant asked him for the permit and was told it would be ready in a week's time. Defendant added that he had been to the office, and had asked Mr. Mackay to expedite the issue of the permit. He also mentioned a permit for a new piece of land, and then asked complainant: "Have you got the money with you?"

Complainant replied: "Can do" and gave him a \$5 note, whereupon defendant said: "Is this all? Cannot you give me something more?" Complainant replied that owing to hard times he was unable to give defendant any more. Defendant then left the place and went to his house, followed by witness, who asked him to accompany him to the Police Station.

Mr. Lo: The impression on your mind was that the \$5 was given to defendant simply to say a friendly word to Mr. Mackay about expediting the permit? Witness: Yes, of course. Ninety per cent. of the people know that permits are issued only by the Europeans. The complainant himself would know that.

Another detective stated that before even looking at the note defendant asked: "Can you not give me \$10?"

At this stage Mr. Mackay went into the witness box to continue his evidence, which had been interrupted. He said that on August 6th complainant came to his office and informed him.

Mr. Lo: I object, your Worship; no hearsay evidence can be given.

Mr. Mackay: I have cut out the part about complainant's wife going to my house. I am speaking of what took place in the office. There is something important in regard to the way defendant acted in the office. Complainant complained to me that a certain clerk, as he called him, in the Survey Office, had abstracted from him on various dates.

Mr. Lo: I think your Worship made it clear that any other transaction than the \$5 mentioned in the charge was irrelevant. I am here to defend one charge.

Witness, proceeding, said that complainant came into his office and told him he had asked the clerk to expedite the issuing of a permit, and also told him that he had paid the clerk certain sums of money. Witness told complainant that if the clerk promised to expedite the matter he had better see the clerk. In less than two minutes, before any satisfactory interchange of words could have been made, the defendant came into his room and said: "Cannot you do something to get the permit issued? It is so long outstanding." Witness asked defendant to get the file, and when it was brought he looked through the papers and found that the piece of land had been applied for by and granted to somebody else. Witness told complainant that he would be getting a new piece of land in the vicinity. Complainant and defendant then left the place together, and three minutes later the complainant returned and told witness that defendant had promised to get him a new site and would go to see him on Saturday. Witness then informed the Shamshui Police and marked a \$5 note, which he handed to complainant. Defendant had no power to issue permits, but was allowed to go to witness and ask him to expedite a permit. Defendant was nominally the No. 1 coolie, but he did a little clerical work in regard to handing over permits, after payments of half-yearly rentals had been made.

Mr. Smith inquired how the receiving of \$5 by defendant would expedite the issuing of permits. Witness: He presumed that he could get me to expedite the permit. When he gets the issued permits into his hand, he could hold them back as long as he liked, because we do not bother about the matter once the rentals are paid.

Sergeant Grant: The men are under the impression that defendant can get a permit when he likes. We want to dissipate this idea. That is why this prosecution was commenced.

Mr. Mackay: He must have told people that he had power—he certainly has some power—to withhold permits or issue them when they come into his hands. The reason why I am pressing this is that the people think that I am receiving the

money and that these men are my tools. That is why the fishermen are frightened to complain.

Mr. Smith drew attention to the Ordinance, which was to the effect that "Every public servant who accepts or obtains, or agrees to accept or attempts to obtain, or causes or procures to be obtained, from any person, whether by himself or by any other person and whether for himself or for any other person, any bribe with a view to influence, his conduct as such public servant, or, contrary to the rules of honesty or integrity, to do or to omit to do any act, shall be guilty of a misdemeanour." Mr. Smith wished to know whether if a man received a present of \$5, on account of some work he did, it would be bribery within the meaning of the Ordinance. Besides, defendant having no influence whatever, his conduct could not be influenced. He did not issue the permits.

Mr. Lo remarked that that was exactly the point he intended arguing.

Mr. Lo, cross-examining Mr. Mackay, said: You say defendant does various other duties. What is his actual position? What salary is he getting? A man might, because he is intelligent and willing to learn, be given other work to do by his superior officers.

Mr. Mackay: He is the No. 1 coolie. He merely looks after the delivery of messages, etc. He is now doing better work. He sits at a desk and writes with pen and ink, and he is almost classed as a clerk.

Mr. Lo: What is his salary?

Witness: That I do not know.

Mr. Lo: Would you be surprised to learn that he is getting only \$12 a month for doing clerical work?

Witness: No, I am not surprised. I never said he was a clerk; he is a sort of assistant clerk.

Mr. Lo: Whose position has he filled?

Witness: Nobody's. He has been working as an assistant clerk for six weeks.

Mr. Lo asked whether on August 6th, when complainant spoke to witness about asking for a bribe in return for the expedition of the permit, witness explained defendant's exact position in relation to the matter.

Mr. Mackay replied in the negative, stating that he did not see the relation. What he endeavoured to get was some proof concerning the bribery.

Mr. Lo: Did you tell complainant that defendant had no authority in the matter?

Witness: No.

Mr. Lo: You said in your evidence-in-chief that complainant told you that defendant promised to use his influence with you to expedite matters.

Mr. Mackay: I think what I said was that complainant had given defendant certain sums of money on certain dates on the presumption that he would expedite the issue of the permit.

Mr. Lo: No, you went further than that. You said: "Endeavour to expedite matters with me."

Witness: No, I did not say that.

Mr. Lo: The permit has never been issued to this date.

Mr. Mackay: The land is being filled in; he has received a permit.

Mr. Lo: The land that complainant applied for at first he has not got?

Witness: No.

Mr. Lo: On August 6th do you remember defendant bringing complainant into your room?

Witness: He never did come on August 6th; it was August 5th.

Mr. Lo: Have you seen complainant before?

Witness: In the course of my duties I have seen him. He had not been to my office before August 5th.

At this stage Mr. Smith remarked that he understood the point Mr. Lo was driving at, and he would give his decision to-day.

AN ATTEMPTED 'BOYCOTT'

At the Magistracy, yesterday, two Chinese were charged with assaulting another Chinese.

Inspector Cashman stated that complainant and some other men were going along the Praya to a Japanese cargo boat for the purpose of unloading rice when they were stopped by the two defendants, who wanted to know whether they were going. When complainant replied that he was going to a Japanese cargo boat, the defendants, with some others, assaulted him. He fell down unconscious and was removed to the Government Civil Hospital.

Mr. N. L. Smith remanded the case, fixing bail for each defendant at \$50.

ECHO OF A RECENT BURGLARY

ALLEGED UNLAWFUL RECEIVING
OF STOLEN PROPERTY.

At the Magistracy, yesterday, a Chinese was charged with receiving stolen property belonging to the Hongkong Cigar Store.

Mr. Hall, of Messrs. Lo and Lo, appeared for the defendant.

Inspector Watt stated that at 11 a.m. on August 5th, he went to defendant's shop, No. 17, Lower Lascar Row, which is a second-hand dealer's store, and saw in a show-case three cigarette-holders. The manager of the Hongkong Cigar Store, who was present, identified the property as belonging to his firm. Witness questioned defendant, and he replied that he had purchased 48 holders from an itinerant vendor for \$42 on or about July 18th. Defendant could not produce a receipt or a record of the transaction, but offered to send a *fohi* with witness to search for the vendor. A diligent search was made but the man could not be found. Witness asked defendant what had become of the rest of the holders and he replied that he had sold a dozen and had given the rest to Mr. A. G. da Rocha, auctioneer, to sell. This statement, witness subsequently found, was correct.

Cross-examined by Mr. Hall, witness said he went with six or seven detectives to several places to find the itinerant vendor. Defendant told him that he was a broker for the Sin Ké firm.

Mr. A. A. Gutierrez, manager of the Hongkong Cigar Store, identified the cigarette-holders as part of the property stolen from his store on June 8th. He originally saw the holders at Mr. Rocha's auction room, and when Mr. Rocha was asked whom he had received them from he pointed out defendant.

Cross-examined by Mr. Hall, witness stated that since the robbery no other similar holders had been sold.

Mr. A. G. da Rocha deposed to the effect that he received the cigarette-holders from defendant's minister.

Mr. Lindell said this case was less strong than a similar one heard some weeks previously. There was not sufficient evidence to warrant a conviction.

AN "HONEST BANKRUPTCY" APPLICATION FOR DISCHARGE.

At the Bankruptcy Court, yesterday, before Mr. Justice Melbourne, the Hing Wai Co. firm applied for its discharge, which was opposed by Mr. J. D. Lloyd, the Official Receiver, who mentioned, *inter alia*, that the applicant had paid a debt of \$14,000 just before he declared his bankruptcy.

Mr. E. L. Agassiz said he appeared in Court as trustee for the bankruptcy and not as solicitor. In his opinion, this was one of the few honest bankruptcies which came before the Courts in Hongkong. The firm had been established in Hongkong for over 25 years, and the applicant had been very honest in distributing all his assets. The \$14,000 referred to by the Official Receiver had, no doubt, been paid under pressure. The man was anxious to commence trading again, so that he might be able to support himself. He trusted that his discharge would be postponed for only six months and not for a year as suggested by the Official Receiver.

Mr. Lloyd said the book debts of the firm amounted to a considerable sum.

Mr. Agassiz replied that the debts were mostly out of the Colony and therefore irrecoverable. He understood that only \$45 had been recovered.

The discharge was suspended for 12 months.

RAILWAY PASSES FOR M.P. IN GREAT BRITAIN.

FIRST-CLASS TO THEIR
CONSTITUENCIES.

The British Government intend shortly to announce the grant to Members of Parliament free first-class railway passes between London and their constituencies. The concession may be one of the first acts of the Ministry of Transport, when created.

Payment of railway fares is felt to be unfair to the Scottish and Irish members as compared with M.P.'s for London and the home counties.

When Mr. Inskip asked in the House as to the accuracy of a report to this effect, Colonel Will Thorne said: I see the Leader of the House shakes his head, and that means "No." (Laughter.)

Lieut.-Colonel Murray: Will the Leader of the House give this question his personal consideration?

Mr. Bonar Law: I can promise that. An agitation in favour of free letters for M.P.'s is also being started. Since demobilization began the average M.P. receives more than 50 letters a day, and has to spend at least 21 a week on postage stamps for the necessary replies.

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GRASS SHFARS,

TREE PRUNERS, GRASS HOOKS,

WATERING CANS.

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And this will happen no matter how hard or how softly you strike the keys.

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MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World.

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Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.

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Wm. Powell Ltd.

TELEPHONE 346

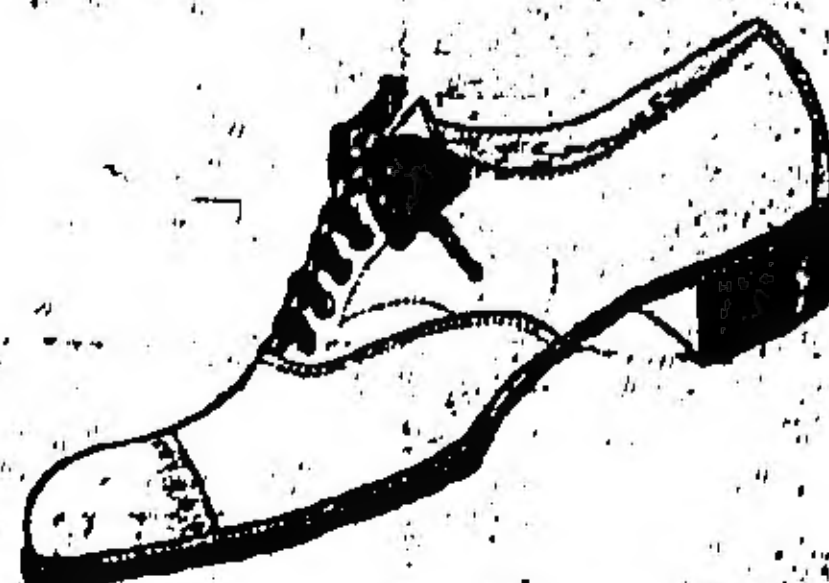
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BOOTS AND SHOES

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BLACK, BROWN & WHITE

FOR ALL OCCASIONS.

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CALF,
PATENT,
BUCKSKIN
&
CANVAS.



FOR
DRESS WEAR,
WALKING,
GOLF,
TENNIS,
etc.

SEE WINDOWS

NEW ADVERTISEMENTS

G. R.
The Undersigned have received instructions from the Marshal of the Prize Court, to sell by Public Auction, on
MONDAY,
the 18th August, 1919, at 10.30 a.m., at the Breakwater, Yau-mat, The Steam Launch "NORD."

Built of teakwood by the Hongkong and Whampoa Dock Company, Ltd. in 1902.
Length o.a. 30 ft. 0 in.
Length b.p.p. 25 ft. 0 in.
Breadth extreme 11 ft. 0 in.
Depth moulded 5 ft. 4 in.
Draft mean 5 ft. 3 in.
ENGINE - Compound surface condensing.
Diameter of cylinders 14 in. and 16 in.
Stroke 10 in.
Boiler - Cylindrical tubular.
Diameter 5 ft. 6 in., length 7 ft. 0 in. with one plain furnace 30 in. diameter, W.P. 125 lbs. per square inch.
Including Anchors, Chains, Navigating Lights, Auxiliary Feed Pumps, &c.
A launch will leave Blake Pier at 10 a.m. day of sale to convey intending purchasers.
On view from the 16th August.
Terms - Cash.
HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, 7th August, 1919.

G. R.
The Undersigned have received instructions from the Marshal of the Prize Court, to sell by Public Auction, on
MONDAY,
the 18th August, 1919, at 10.30 a.m., at the Breakwater, Yau-mat, The Steam Launch "LLOYD."

Built of teakwood by the Hongkong and Whampoa Dock Company, Ltd. in 1902.
Length o.a. 30 ft. 0 in.
Length b.p.p. 25 ft. 0 in.
Breadth extreme 11 ft. 0 in.
Depth moulded 5 ft. 4 in.
Draft mean 5 ft. 3 in.
ENGINE - Compound surface condensing.
Diameter of cylinders 14 in. and 16 in.
Stroke 10 in.
Boiler - Cylindrical tubular.
Diameter 5 ft. 6 in., length 7 ft. 0 in. with one plain furnace 30 in. diameter, W.P. 125 lbs. per square inch.
Including Anchors, Chains, Navigating Lights, Auxiliary Feed Pumps, &c.
A launch will leave Blake Pier at 10 a.m. day of sale to convey intending purchasers.
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HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, 7th August, 1919.

G. R.
The Undersigned have received instructions from the Marshal of the Prize Court, to sell by Public Auction, on
MONDAY,
the 18th August, 1919, at 10.30 a.m., at the Breakwater, Yau-mat, The Steam Launch "BREMIA."

Built of teakwood by the Hongkong and Whampoa Dock Company, Ltd. in 1900.
Length o.a. 30 ft. 0 in.
Length b.p.p. 25 ft. 0 in.
Breadth extreme 11 ft. 0 in.
Depth moulded 5 ft. 4 in.
Draft mean 5 ft. 3 in.
ENGINE - Compound surface condensing.
Diameter of cylinders 14 in. and 16 in.
Stroke 10 in.
Boiler - Cylindrical tubular.
Diameter 5 ft. 6 in., length 7 ft. 0 in. with one plain furnace 30 in. diameter, W.P. 125 lbs. per square inch.
Including Anchors, Chains, Navigating Lights, Auxiliary Feed Pumps, &c.
A launch will leave Blake Pier at 10 a.m. day of sale to convey intending purchasers.
On view from the 16th August.
Terms - Cash.
HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, 7th August, 1919.

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332
FAVOURER with instructions from the Concerned,
will sell by Public Auction, TO-MORROW (SATURDAY), August 16th, 1919, at 2.30 p.m.,
at his Sales Room, Queen's Road Central (Old Post Office Building).

EXCELLENT HOUSEHOLD FURNITURE

Comprising:-
Chesterfield Couch and Arm Chairs, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpets, Rugs, Brass Fenders, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chair, Occasional Tables, Extension Dining Table, Bevelled Mirror, Wardrobes, Pictures, Curtains, Bed Sheets, Crockery, Glassware, Ornaments, Cabinet, Teak Bookcase, Dinner Wagon, Dining Chairs, Silver Ware, Clocks, Marble-top Washstand, Cooking Stoves, Cutlery, Toilet Sets, Electric Heating Lamp, Cabinets, Sideboards and a long line of Sundries.
Catalogues will be issued.
Terms - Cash on Delivery.
Hongkong, August 14th, 1919.

NEW ADVERTISEMENTS

RE MINDER.

A MEETING of the GENERAL COMMITTEE will be held in the CHAMBER OF COMMERCE ROOM, CITY HALL, TO-DAY (FRIDAY), AUGUST 15th, at 5.15 p.m., to consider and, if thought fit, approve the draft address of welcome to H.E. SIR REGINALD STUBBS, K.C.M.G.

HONGKONG HOTEL COMPANY, LIMITED.
NOTICE.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of 4 per Share has been declared for the Half Year ending June 30th, 1919.
The Dividend will be payable on and after THURSDAY, AUGUST 28th, 1919, at the Office of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be CLOSED from August 20th to 27th, 1919, (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Board Directors,
J. H. TAGGART, Manager.
Hongkong, August 14th, 1919.

GENTLEMAN who booked Single berth 1st class, on August 20th, for San Francisco by EXPRESS of JAPAN, wishes to change with Gentleman who booked on September 4th, by EXPRESS of RUSSIA.
Apply -
Care of "Daily Press" Office.
[1108]

G. R.
IMPORTS AND EXPORTS OFFICE.
NOTICE.

WHEREAS on July 18th, Licensed Junk T666H was seized by the Revenue Department, whilst lying off Salt Fish Lane. Take Notice that if this junk is not claimed within seven days from August 15th, it will be sold by Public Auction to defray expenses incurred.
G. W. BECKWITH, Superintendent.
Imports and Exports.
Hongkong, August 12th, 1919.

G. R.
NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony for places other than Canton, West River or Macao should apply in person for permission to do so at the PASS OFFICE POST OFFICE BUILDING between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.
Applicants will be required to produce Passports or identification papers.
All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.
Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.
40

PALACE HOTEL, KOWLOON.
Corner of Haiphong & Hankow Roads.
Tel. 111.

Two Minutes from Ferry and Railway Station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS,
TERMS MODERATE.
Special Arrangement for Families on Application to:-
J. H. OXBERRY, Proprietor.
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WHEN YOU VISIT

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PUT YOUR NAME DOWN

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INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half Year ending June 30th, 1919, at the rate of Two Pounds five shillings sterling per share is payable on and after MONDAY, the 18th day of August, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.
By Order of the Court of Directors,
N. J. STABB, Chief Manager.
Hongkong, August 9th, 1919.

WANTED.

EUROPEAN NURSE, to take charge of a girl aged 24 years in return for a 2nd class passage to England. Vessel leaves about 26th inst.
Immediate reply to:-
Box 300,
Care of "Daily Press" Office.
[1113]

WANTED.

ENGLISH WOMAN requires SMALL FLAT, BUNGALOW or HALF HOUSE with Kitchen and Bath room Hongkong or Kowloon.
Apply -
Box 1113,
Care of "Daily Press" Office.
[1113]

TO LET.

PART of Ground Floor.
10, Des Vaux Road Central.
Apply to:-
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
[1109]

TO LET.

FURNISHED BUNGALOW in Kowloon, standing in town grounds, Splendid Garden and Tennis Court. "C.B."
Apply to:-
Care of "Daily Press" Office.
[1110]

TO LET (UNFURNISHED).

NO. 9 MOUNTAIN VIEW, from 1st October, 1919.
Apply -
A.B.,
Care of "Daily Press" Office.
[1094]

TO LET.

NO. 102, Two PEAK, 6-Roomed House at the Peak.
Apply to:-
PERCY SMITH SETH & FLEMING
[102]

TO LET.

FURNISHED at the PEAK, No. 1 Stewart Terrace.
Apply -
H. E. POLLOCK, Supreme Court.
[937]

TO LET.

FURNISHED for 12 months, No. 27, Two PEAK (No. 1 Stewart Terrace) containing 2 Bedrooms and Bathrooms, Hot and Cold Water, Drying room, Living Room, Drawing Room, Sitting Room and Kitchen, and Servants' Quarters, also Large Garden. Possession July 15th.
Apply to:-
BUMPEREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings
81

FOR SALE or TO LET on long lease.

FURNISHED or UNFURNISHED from October 1st, 1919, No. 88 Two PEAK, (End House of Stewart Terrace) Hot Water throughout, Double Grass Tennis Court with Pavilion and large Kitchen Garden.
Apply -
E. A. M. WILLIAMS,
LOWE, BINGHAM & MATTHEWS,
Chartered Bank Buildings.
[1048]

THE PEAK.

FOR SALE or TO LET No. 125, Two PEAK.
For particulars apply to:-
GILMAN & CO., LTD.
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STEAM FOR STRAITS, CEYLON, BOMBAY, EGPT., MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Amboina, Continental, and South Africa Ports.

THE Homeward Mail Steamer "DUNERA" carrying His Majesty's Mail, will be despatched from this port about September 1st, 1919, taking Cargo for the above ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.
Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, sailing dates, etc. Apply to:-
MACKINNON, MACKENZIE & Co., Agents.
P. & O. S. N. Co.
Post Box 113,
22 Des Vaux Road Central.

INTIMATION

SIR

ROBERT BURNETT & CO'S.

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OLD TOM

AND DRY.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

TEL. 616

Hongkong Office: 104, Des Vaux Road, C. LONDON Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, August 15th, 1919.

JAPAN'S CLAIM FOR COMPENSATION.

A few days ago our Peking correspondent informed us that Baron Uchida's statement that Japan was willing to restore the whole of the Kiaochau territory to China, in fulfilment of the pledge given in 1915, as soon as she had ratified the Treaty of Versailles was regarded as camouflage. He went on to predict that, recognising the world's opinion was hostile to her claims, Japan would offer to make concessions at Tsingtao; but these would be more apparent than real because they would leave her in virtual control. We shall have to wait until the actual details of the negotiations are under consideration to test the accuracy of this forecast, but the cable which we published from our correspondent in yesterday's issue shows that Japan has no intention of playing the part of the magnanimous friend. The Japanese Minister, we are told, has called at the Waichiau and intimated the readiness of his Government to restore Kiaochau to China within two years, provided compensation is granted elsewhere. Apparently some such attempt at bargaining was anticipated owing to previous experience of Japanese methods, and it is expected that the compensation referred to will be sought in Manchuria or Mongolia or both. It is difficult to understand how Japan justifies her claim. It is pretty generally understood that, but for her opposition, China would have entered the war on the side of the Allies early in the conflict, and there can be no doubt that, with the assistance which would have been readily extended to her, she would have wrested Tsingtao from the Germans, though the task might have taken a long time to accomplish. Apart altogether from this,

however, it must not be forgotten that when Japan called upon Germany to deliver to her, without condition or compensation, the entire leased territory of Kiaochau, she explained that it was "with a view to the eventual restoration of the same to China." This undertaking was confirmed a few days later by the Marquis OKUMA, the Premier, in the following explicit statement: "Japan has no ulterior motive, no desire to secure more territory, no thought of depriving China or other people of anything which they now possess. The Government and my people have given their word and their pledge, which will be as honourably kept as Japan always keeps promises." How in the face of this it is possible either indefinitely to retain the territory or to demand a *quid pro quo* for its retrocession! In attacking Tsingtao, Japan was not acting as China's agent, for China was then neutral, but as one of the Allies aiming at the destruction of Germany's power in every part of the world. She cannot, therefore, claim payment for her services from China. She may, of course, argue that as China had granted a lease of the territory to Germany she is not prejudiced by that lease, being transferred to other hands as a result of the war. Such a contention, however, cannot be reconciled with Japan's original professions of disinterestedness or with the spirit that should animate friends and allies. If it be urged that in the Treaty of May, 1915, China engaged herself to recognise all matters that may be agreed upon between the Japanese Government and the German Government respecting the disposition of all the rights, interests and concessions which, in virtue of treaties or otherwise, Germany possessed in China in relation to the Province of Shantung, the answer is that China was not in a position to refuse, although she made no secret of the fact that the engagement was extremely distasteful to her. This treaty and the one which accompanied it relating to South Manchuria and Eastern Inner Mongolia were wrung from China by a threat of war. They were, it is true, only a pale reflection of the "Twenty-One Demands" which preceded them, but if our Peking correspondent's surmise be correct, it is evident that Japan has not abandoned her ambitions. How far-reaching these were we disclosed at the time, although every attempt was made to keep them secret. They were in direct conflict with the policy of the "open-door" and equal opportunity for all nations. So far as South Manchuria and Eastern Inner Mongolia were concerned, Japan required that her consent should be obtained before any action was taken either in the matter of granting to subjects of a "third" Power permission to build a railway, or in the matter of raising a loan for which the local taxes might have to be pledged as security. Then, again, the Japanese Government required to be first consulted if the Chinese Government should wish to employ advisers or instructors for political, financial or military purposes in either of these regions. Japan also sought to obtain the control and administration of the Kirin-Changchun railway. According to Dr. David P. Barrows, who has spent a year in Siberia and along the northern Mongolia border as intelligence officer for the American expeditionary force, Japan, unless restrained, will secure great concessions in Mongolia, highly unfavourable to the rest of the world. He alleges that, in return for supplying arms and money to aid Semenov, who has been fomenting the movement for the independence of Mongolia from China, Japanese representatives have repeatedly attempted to secure territorial concessions unfair to the other nations. "If the Chinese are not interfered with by Japan," says Dr. Barrows, "it is probable that they will be able to satisfy the aspirations of the Mongols for autonomy and retain for the present Republic the boundaries of the old Chinese Empire. Japan, however, seems deliberately bent upon undermining the Chinese Republic and reducing China to a client of herself. Mongolia is a vast country with unquestionably great resources which have attracted Japan's cupidity. Japan should be required by the United States, which has the maintenance of Chinese integrity as a policy, to remove her troops—whose numbers are far in excess of anything which can be justified on military grounds—from the Chinese Eastern Railroad in northern Manchuria and from other territory contiguous to Mongolia."

At the Magistracy, yesterday, Mr. R. E. Lindell sentenced a Chinese to three weeks' hard labour for stealing 48 handkerchieves and a razor from Holt's Wharf.

We are informed that although Mr. and Mrs. Edgar Warwick were married at Hongkong the ceremony was not performed at St. John's Cathedral.

Anna Almeida, the Portuguese woman who has been serving a term of six months' hard labour at the Victoria Gaol for returning from banishment, was released from prison, yesterday, and sent back to Macao. She is known to the Police as a procuress.

The sum of \$100 subscribed by the Committee of the Hongkong Police Reserve Gazette for the Blinded Soldiers and Sailors' Care Committee, St. Dunstons, realised 21s. 12s. 3d., which has been duly remitted by the Hongkong and Shanghai Bank.

We regret to learn that Mr. A. Wilson, of the China Mail staff, met with an accident yesterday morning. In attempting to jump into a moving tram, he collided with one of the iron stakes fixed in the ground to enclose an area under repair. He fell down with such force that his leg broke a little above the ankle through contact with the iron post, while his left leg was very severely bruised. Mr. Wilson was taken to the Government Civil Hospital inescapable, but recovered consciousness later. The broken leg was set by Dr. C. W. McKenny yesterday afternoon, but the injury will necessitate a stay in hospital of at least a month.

TYPHOON WARNINGS.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:

1.40 p.m., August 14th.
Typhoon over or near Naha, moving N.N.E. or N.E.

CANTON NEWS.

August 14th.

IMPENDING DISSOLUTION OF THE MILITARY GOVERNMENT.

It is stated that, although the Military Government may not be dissolved by the military, it is to be concluded by the Administrative Directors, nearly all of whom have resigned. Dr. Wu Tingfang is about to proceed to Shanghai.

The M.P.s. are about to call for the resumption of Parliament, which has been suspended for a considerable period, and for the establishment of a Constitution before the end of August. They are afraid of the impending dissolution of the Military Government, and the Parliament, and have therefore proposed to move the Parliament to Nanking.

The M.P.s. have decided to take steps to maintain the Military Government by getting some of the military leaders to support it and by requesting the Administrative Directors not to retire at this time of crisis.

THE RICE SITUATION.
The authorities have received reports denouncing the Cantonese representatives from Shanghai, who, it is alleged, are persuading the merchants to enforce their demand for the appointment of Dr. Wu as Civil Governor by striking.

COMMANDER LAM'S EXPEDITION TO FUKIEN.
The projected expedition of Commander Lam Fook-ye, of the 1st Squadron, to Fukien is to be cancelled. Lam is still in Canton and has not yet decided to go to Fukien, despite the fact that his guards and staff have gone to Swatow. Some say that the troops sent to Swatow the other day are not to take part in the expedition to Fukien, but are sent to watch the Canton forces in Fukien. The troops sent are all Kwangsi men and are under the command of the Kwangsi leaders.

BANVARD MUSICAL COMEDY COMPANY.

That tried favourite, "The Suffragettes," which was staged by Banvard's at the Theatre Royal last night, went with a swing from beginning to end. The large audience proved that local theatre-goers are not yet tired of seeing Willis West in his ridiculously clever impersonation of a Jew. His sallies, as well as the infectious fun of Miss Pearl Jardiniere, provoked constant laughter. Miss Myrtle Dingwall, as the leader of the Suffragettes, was in her best form again, her singing being received with the appreciation it deserves.

We have been told by people who saw Banvard's give a vaudeville performance at Shanghai that they present a very remarkable and clever series of items, making an entertainment, which, some say, is even better than their revues. It is hoped, therefore, that there will be a full house to-night, when the first part will consist solely of vaudeville, and the second part of the brightest selections from "The Suffragettes."

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

SCOURGE OF BOLSHIEVISM.

A PITEOUS APPEAL FROM NORTHERN RUSSIA.

Archangel, August 14th.

A moving appeal has been issued to the Western Democracies by the Presidents of the Zemstvos in Northern Russia against the withdrawal of troops, thus leaving the population to the mercy of the Bolshieviks.

The appeal recalls the crimes of the Bolshieviks, their dispersing of the Constituent Assembly, their wholesale murders of those demonstrating in favour of it, their signing of the Brest-Litovsk Treaty, their destruction of the workers' and peasants' organisations, their shooting of every body who criticised them, their arrest and expulsion of non-Bolshievik Socialists, etc.

The appeal states that, in spite of terrorism, the peasants in various parts of Russia rose up to fight for the Constituent Assembly and now they hear that the Allies are leaving Russia.

The appeal continues: "This moral and material blow will make the struggle against Bolshevism beyond our strength. We shall not give up the fight, but we ask you to remember that help not only calls forth gratitude but brings certain responsibilities to the helper. Consider those thousands of executions of old men and women, those sufferings, the hunger, and the absence of elementary justice and freedom which will undoubtedly result from the departure of the Allies. We ask, we demand that the Western Democracies think what this blow will mean. We appeal to those feelings of human justice which never can die in the hearts of free democracies."

POLES CAPTURE MINSK.

London, August 14th.

The War Office states: "A communication says that the Poles, in the last fortnight, have been advancing slowly but steadily towards Minsk against strong Bolshevik resistance."

The Bolsheviks, faced with a converging movement west and north of the city, counter-attacked heavily on July 30th from both directions, with the object of breaking the claws of the inclosing pioneers, but both counter-offensives were costly failures.

The Bolsheviks evacuated Minsk, which the Poles entered on August 8th.

The Polish offensive north of the Pinsk marsh belt is also progressing. The Poles have captured Siniawka, Nesvij and Bluk, in the vicinity of Minsk.

The whole of the Bolshevik position on the Western Russian front is becoming difficult.

VOLUNTEER SUCCESSES.

London, August 11th.

It is officially stated that the Volunteers are re-advancing along the Caspian Coast. They have landed parties 65 miles from Astrakhan.

East of the Volga, a Partisan Corps, attached to General Denikin's Army, raided Uptorn, on the railway line midway between Urtch and Astrakhan, taking many prisoners.

West of the Volga the fortunes are fluctuating.

The Volunteers gained ground in heavy fighting 65 miles from Kharkov, and are now within 40 miles east of Odessa along the coast. Thus the Bolsheviks possess only 50 miles of the Black Sea coast.

ARMENIA.

BRITISH WITHDRAWAL COMMENCES TODAY.

Paris, August 11th.

The two British Divisions garrisoning Armenia will begin their evacuation on August 15th. The withdrawal was postponed for two months by the wish of the Peace Conference.

The outlook in Armenia is stated to be grave, but the British Government feels that it cannot longer garrison Armenia owing to responsibility elsewhere.

Armenia is still hoping that the United States will accept the mandate.

THE PROFITEERING BILL.

ANIMATED DISCUSSION IN THE COMMONS.

In the House of Commons, Sir Auckland Geddes, moving the second reading of the Profiteering Bill, defined profiteering as "making an unreasonably large profit, all the circumstances of the case being known, by the sale of an article which was one, or one of a kind, in common use by, or for, the community."

Sir Auckland Geddes emphasised that the harmful effects of profiteering included the creation of social unrest, which materially contributed to the disturbance and disorganisation of industrial life. Workers were discouraged from producing freely because they felt that they were lining the pockets of their employers.

As an instance of profiteering, he said that boots which could be purchased wholesale at 15s. to 20s. were sold by retail from 50s. to 70s. per pair. "A tender for repairing cottages amounted at present to £2,500 whereas £2,500 provided an adequate profit."

The Government intended to stop these things.

Sir Auckland Geddes acknowledged that the present high prices were not entirely due to profiteering. He admitted that there would be very great difficulties to be overcome in administering the Bill, but there would be greater dangers if the position was left untouched. He stated that Ireland was included in the measure.

Mr. Kennedy Jones moved its rejection. He thought the Bill would be ineffective and would be positively harmful to trade. It would create another vast and expensive Department, which was at present unduly large.

Sir W. W. Rutherford seconded the rejection. A very animated debate ensued. The Bill was much criticised, but many supported it, because its passage is bound to have a good moral effect, showing that the Government realises the need of speedy action.

LATER.

The Bill passed its second reading by 251 votes to 154.

HUNGARY.

ROMANIA IGNORES THE ALLIES' NOTE.

Paris, August 12th.

The Rumanian Government has up to now, not replied to the Allies' Note with reference to Hungary.

PROTEST FROM CZECHO-SLOVAKIA.

The Czecho-Slovak Government has protested to the Supreme Council against the Rumanian occupation of Hungary, particularly the wholesale seizing of property to which Czecho-Slovakia has a claim.

SITUATION IMPROVING.

The Rumanian Government is taking steps to avoid the recurrence of acts of violence.

ARCHDUKE JOSEPH WILL NOT ACCEPT THE CROWN.

Berlin, August 11th.

Archduke Joseph has issued a proclamation to the Hungarian people declaring that he has no idea of re-introducing the Monarchy or of accepting the Crown.

THE SUPREME COUNCIL'S VIEW.

Paris, August 11th.

It is understood that the Supreme Council takes the view that the political complexion of the Hungarian Government is a matter for the people of Hungary, and does not concern the Peace Conference, which is chiefly concerned with the establishment of a stable Government with which to negotiate and carry out its obligations.

It is pointed out that the Archduke has given his assurance that he is ready to comply immediately with the Conference's demands.

HUNGARIANS MUST BEAR WITH RUMANIAN TROOPS.

However, it is certain that the Hungarians must submit to the presence of the Rumanian troops till the Armistice is carried out, at least as far as the demobilisation and disarmament of the Hungarian troops is concerned.

OBITUARY.

CARNEGIE, THE PHILANTHROPIST.

LENOX (Massachusetts), Aug. 11th.

The death is announced of Mr. Andrew Carnegie, the world-famous philanthropist, whose benefactions up to July, 1913, amounted to £70,000,000.

The life of Mr. Andrew Carnegie makes a very romantic story. Born in Dunfermline, Scotland, on November 17th, 1835, he went with his family to America when he was only 13 years old. Soon after his arrival in America he obtained work as a weaver's assistant in a cotton factory in Allegheny, Philadelphia, and when he was 16 years old he became a telegraph messenger boy in the Pittsburgh Office of the Ohio Telegraph Co. Being of an industrious mind, he learned telegraphy and entered the service of the Pennsylvania Railroad Co., becoming first a telegraph operator and then being promoted, gradually, to Superintendent of the Pittsburgh Division, Philadelphia System. He then joined Mr. Woodruff, the inventor of the sleeping car, in organising the Woodruff Sleeping Car Company, gaining through this company what proved to be the nucleus of one of the biggest fortunes in the world. About this time he invested carefully in oil lands, where, fortune being with him, he increased his means considerably. During the American Civil War he served as Superintendent, Military Railways and Government telegraph lines in the East. After the war, he developed ironworks of various kinds, and established, at Pittsburgh, the Keystone Bridge Works and the Union Iron-works. In 1888, he revolutionised the steel industry by introducing the Bessemer process of making steel, and became the principal owner, a few years later, of the Homestead and Edgar Thomson Steel Works, and other large plants, all of which he consolidated in 1890 with his own company, the Carnegie Iron, into the Carnegie Steel Co., which, 12 years later, was merged into the United States Steel Corporation. In 1901 he retired from business, and began the long list of benefactions which has made his name so well known throughout the world. Remembering his early struggles against the difficulties he had to contend with from a very deficient education, he has given libraries to many towns in the United States and Great Britain, and large sums in other benefactions. His native town, Dunfermline, is the home of parks, schools, libraries, a town hall, etc. He is a life trustee of the Carnegie Corporation of New York founded to carry on the various works on which he has been engaged. He has published several books: "An American Foundation in Britain," 1883; "Round the World," 1884; "Triumph of Democracy," 1888; "The Gospel of Wealth," 1900; "The Empire of Business," 1902; "Life of James Watt," 1906; "Problems of Today," 1908. Mr. Carnegie was appointed Commander of the Legion of Honour of France in 1907, and has also received the Grand Cross of the Order of Orange Nassau and the Grand Cross of the Order of Dannebrog. He was the Lord Rector of St. Andrew's University from 1903 to 1913. He married, in 1887, Miss Louise Whitfield, of New York. His only daughter (an only child) was married about three months ago to an American Naval Officer.

RETRIEVING WAR DAMAGE.

SALVAGE OPERATIONS ON THE "LAURENTIC."

London, August 11th.

The salvage operations on the White Star liner *Laurentic*, sunk by a mine off Fanad Light north of Ireland, in January, 1917, has resulted in the recovery of bullion valued at £1,000,000.

THE PRINCE OF WALES.

A HALT AT NEWFOUNDLAND.

St. John's, Newfoundland, Aug. 11th.

The battleship *Revenge* and the cruisers *Dauntless* and *Dragon* anchored near Bell Island in Conception Bay, where the Prince of Wales remains till to-morrow morning.

LATER.

The Prince of Wales landed at Topsail, a village in Conception Bay, with Rear-Admiral Halsey, and went for a long country walk.

BIRTHDAY HONOURS.

A DEFERRED LIST.

London, August 11th.

A deferred Birthday Honours list has been published. It includes an Earldom for Viscount Iremonger; Baronies for Sir E. R. Russell and Colonel Hall-Walker, the racehorse-owner; 15 Baronetcies, including one for Mr. W. Joynton-Hicks; and 24 Knights.

THE MOST PROFITABLE RAILWAY IN THE WORLD.

The Grand Island Railway, which stretches from end to end of an island in the Athabasca River, in North Canada, is probably the smallest in the world. The entire length of track is a quarter of a mile, and the rolling stock comprises two well-worn lorries. Merchandise is taken to the island in boats or scows, transferred to the railroad, and shipped again by water at the other end. The owner of this railroad is annoyed by few strikes, since he has few employees, and profits by hand power across the island. The owner says his enterprise returns thousands of dollars a year, and he claims that he is not only the smallest but the most profitable railroad in the world.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "HONGKONG CHINESE COMMERCIAL NEWS."] RICE FOR HONGKONG.

SHANGHAI, August 14th.

The Cabinet has ordered Cheong King-in, the Military Governor of Hunan, to send 10,000 shen of rice (one shen equals 64 catties) to Hongkong, to relieve the rice famine, instead of sending the rice to Peking as previously ordered.

DEATH OF A MILITARY GOVERNOR.

Young Sin-tak, Military Governor of Chik-king, died yesterday. It is reported that he was suffering from cholera. He was the Chief of the Chinese troops in Shanghai, and will succeed him.

CHINA AND THE LEAGUE OF NATIONS.

The Shanghai Chinese have telegraphed to the Peking Government asking for the recall of Luk Tsing-chung, and the appointment of Wang Ching-ting as Chief Delegate on the Council of the League of Nations.

DISBANDING SOLDIERS IN HUPCH.

Wang Ching-yun, Military Governor of Hupch, has asked for permission to obtain a loan of \$1,000,000 to defray the cost of disbanding his soldiers. The request has been sanctioned.

INTERNAL PEACE.

Wong Yap-tong has been appointed chief delegate to make peace with the South. He has been given full power to act for the Peking Government.

PREMIER'S APPOINTMENT STILL OPEN.

President Chu Saichong still wants Chow Shun-mo to be the new Premier and form a new Cabinet.

[BY COURTESY OF THE "CHINA MAIL."] F.M.S. GOVERNMENT ASSISTING RETURNED SOLDIERS.

Singapore, August 11th.

The Federated Malay States Government is granting agricultural land in lots not exceeding one hundred acres to men who left Malaya and other countries in order to join the Forces and who have now returned. Applicants must be medically fit and have employment here.

The Government is lending sums up to £25,000 spread over five years, at six per cent, for the purpose of developing these lands. They are repayable in instalments.

GERMAN STOWAWAYS ON THE "NERA."

Singapore, August 14th.

Three German stowaways have been discovered at Singapore aboard the M.M. steamer *Nera*. When charged at the Police Court for landing without a passport they pleaded guilty, and stated that the Russians had captured them in 1916. They were eventually released and made their way to Shanghai where they stowed away on the *Nera*.

The Messageries Maritimes Co. has been ordered to find accommodation for the men on a Homeward vessel.

RELEASE OF GERMAN INTERNED VESSELS.

The interned Norddeutscher Lloyd steamer *Roon* and the German-Australia liner *Sydney* are shortly expected in Singapore from Batavia. They will go into dock in Singapore.

BELGIAN RELIEF.

The National Committee for relief in Belgium ends its labours with a subscription list of £2,560,876. It was founded on April 27th, 1915, and up to May 31st, 1917, collected solely from the British Empire £2,411,922 18s. 2d, or an average of £100,000 per month, which was expended through Mr. Hoover's organisation. On that date the announcement was made that, in view of the American loan to Belgium, the National Committee temporarily suspended its efforts. £218,372 18s. 11d. has since been received as a result of the original appeal. However, in October, 1918, to meet the urgent distress which immediately followed in the wake of the retreating Germans the National Committee issued an appeal which up to date has resulted in gifts of clothing to the value of £57,000. In addition, it received cash subscriptions from Great Britain and the Overseas Dominions to the amount of £74,280 11s. 11d., thus bringing the National Committee into the third place in the list of British War Charities with total receipts from donations of cash and clothing amounting to £2,560,876.

DEATH AND FUNERAL OF MR. D. SHAW.

The death occurred at the Peak Hospital, on Wednesday night, of Mr. D. Shaw after a sustained attack of typhoid fever. Mr. Shaw was employed in the Kowloon Docks and was a very popular figure in Kowloon. Being an enthusiastic member of the Cricket Club and the Bowling Green Club. He was also a member of the "B" Company, Hongkong Defence Corps. Mrs. Shaw left for Hong Kong about four months ago on the *Empress of Russia*. She was informed of her husband's illness by cable, and is believed to be now either on her way back to the Colony or about to start.

The remains, which were interred at Happy Valley yesterday, were accorded military honours. The hearse arrived at the Monument at about 3.30 p.m. Here the coffin was transferred to a gun carriage and covered with the Union Jack. The cortege was headed by a firing party supplied by "B" Company, H.M.S. *Arcturion*, followed by the band of H.M.S. *Arcturion*, playing Beethoven's "Funeral March." Immediately behind the coffin walked Messrs. D. S. Cooper, W. P. Hedley and J. S. Macintosh, three of the deceased's most intimate friends. They were followed by Col. Chapman, Major Wakeham, Capt. Stewart and Lieut. Thomson, after whom came Mr. E. M. Dyer and a number of the employees of the Hongkong and Whampoa Dock Co. and other friends.

The service both at the mortuary chapel and the graveside was taken by the Rev. J. Kirk Macdonald. The pall-bearers were Messrs. Greig, Bolton, Ramsay, Macintosh and Brownell. At the close the usual three volleys were fired and the "Last Post" was sounded by three bugles of the Manchester Regiment.

Amongst those who attended were Messrs. E. M. Dyer, E. Neave, J. Hyslop, D. J. Keith, C. Holmes, W. Patton, W. Davidson, J. Robinson, R. Pichie, C. Crispin, D. Steel, W. Taylor, H. Scott, D. Muir, J. S. Oswald, W. J. Stokes, R. J. Mack, J. B. Chapman, W. J. Ogilvie, Dr. J. Harvey, W. T. Robertson, J. A. Martin, W. Cameron, W. T. Lammert, D. Mc Murray, E. L. Hosie, J. P. Robinson, Inspector Gordon, Mr. Hedley, Mr. Ramsay, Mrs. Johnson and Mrs. Atkinson. The Chairman and Directors, the Hongkong and Whampoa Dock Co., members of the Kowloon Cricket Club, members of the Kowloon Bowling Green, Kowloon Dock staff, Machine Gun Co., H.K.D.C., Mr. R. M. Dyer, Mr. S. T. Williamson, Mr. and Mrs. C. Atkinson, Mr. and Mrs. G. H. May, Mr. G. B. Edwards, Mr. and Mrs. W. M. Johnston, Inspector Gordon, Mr. G. Mackintosh, Mr. and Mrs. J. B. Chapman, Mr. W. Taylor, Mr. and Mrs. J. Smyth, Mr. and Mrs. D. Steel, Mr. and Mrs. W. G. Brownell, Mr. G. Nelson, Mr. Forsyth, Mr. H. H. Scott, Mr. D. S. Cooper, Mr. G. K. Edwards, Mr. A. E. Wright, Mr. and Mrs. Hedley, Mr. and Mrs. F. C. Goodman, R.Q.M.S. Afflick, C. M. S. Smith, C.Q.M.S. Parrett and Sgt. Morse (1st Garrison Battalion Manchester Regt.), Mr. and Mrs. G. T. Luning, Mr. and Mrs. R. D. Wilks, Mr. H. S. Cooper, and Mr. J. Martin.

The same is rapidly becoming true of our merchant marine. "Hundreds of steamers are being fitted to-day for burning liquid fuel, and great plans exist for building ships with internal combustion engines for the use of heavy oil." Mr. Marcus adds, "for developing aviation, by which places unknown either to motor traffic or to railways may be reached, and some of the advantages of civilization carried to many astonished natives."

The work of "Shell" has not ended, however, with the pioneering of liquid fuel. The Company has established liquid fuel supply stations which so completely "gild" the earth that it is possible for a vessel to make a voyage around the world on fuel drawn solely from "Shell" sources of production. Thus, in Suez there are the supplies from the Egyptian fields; in India, there are Karachi, Bombay, Calcutta, Madras, and Colombo (Ceylon), and in the Straits Settlements, Singapore. The Pacific is supplied by the "Shell" Company of California. In the Far East are the Dutch Indies and Sarawak, the main sources of "Shell" supply; and in Mexico, Trinidad, and Venezuela there are further "Shell" associations. Large installations for the storage of liquid fuel are maintained at both ends of the Panama Canal, also in China and Australia; and additions are constantly being made to the various depots throughout the world.

The peculiar character of the Borneo oil, which proved so vital a factor in winning the war, has led to the discovery of extremely valuable by-products. No less than 12,000 tons of paraffin wax per year, many millions sterling in value, are extracted. Paraffin is also manufactured, and is but by no means least, the oil is the source of a great series of base products which threaten the pre-war German monopoly in this important market.

BARE-FOOTED BEAUTY.

A correspondent to the *Daily Mail*, writing from Paris, remarks that if the hot spell continues, or increases in intensity with the summer, there is no knowing to what lengths feminine fashion will go. The other day I recorded how some audacious women had appeared at Longchamps races wearing socks—a mode which, it has to be stated, has not succeeded in ousting transparent silk stockings. To-day I have to chronicle a mode designed to dispense with women's hose altogether. It is a new style in shoes—nothing so inelegant as sandals. Under a huckle of pearls and chrysopeas, which must be so expensive that presumably only the wives and daughters of food profiteers could afford to purchase it, are three straps of cream-and-apple kid fixed on a white satin sole, which is supported by a white and green heel. That, in a sentence, is the new shoe, which a prominent Paris bootmaker, exhibiting on a foot—a small one, modelled in pink wax—Of course, the shoe reveals the toes, and has been conceived not only to keep the foot cool, but to advertise what charms it may possess. So far it has not yet been seen worn in public, but, as can be imagined, Paris chimpodists are hoping that the new idea will be extensively adopted.

THE "SHELL" ARMADA.

HOW "SHELL" PIONEERED LIQUID FUEL.

The present victory was gained by the blood of the Poles, the Tommies, the Ardies and the Yanks, but it could not have been gained without that other blood of the earth which is called oil. The Victory will no longer be that of Samus-Bracco, but the Victory of Fuel Oil," Mr. BAKER.

Kipling's "Ran-yoo-dam-yoo, liner, With a brace of larking screws"

was in the old days tethered to her supplies of coal. To-day, equipped with fuel oil tanks, she is free of the whole world, and where oil is used on an ever-way. This is but one aspect of the revolutionary influence of oil on the conditions of victory emphasised in Mr. BAKER's striking statement above. For the Allies' consumption of liquid fuel in the course of the war falsified all calculations, running into millions of tons, and these millions meant the conservation of half as many millions more tons of coal, saved to the Allies for the purposes of manufacturing munitions, maintaining the railway services, and keeping the homes fires burning.

The "Shell" group was alone responsible for the introduction of liquid fuel," states the *Petroleum Review*; and in an important article in the *London and China Express*, Sir Marcus Samuel tells an absorbing story of the way in which the fuel that contributed so much towards winning the war was pioneered by "Shell."

"No one can, or probably would, dispute the claim of the 'Shell' Company to have been the missionaries in the cause of liquid fuel and its practical use throughout the world," Sir Marcus writes. To trace the genesis of this great enterprise, we have to go back twenty years to the Company's striking of oil in Kocaeli, East Borneo. "This petroleum proved of very heavy specific gravity," says Sir Marcus, "and threatened great difficulties in finding a market. So we decided to adapt our ships to burning it as fuel under their boilers. This has so successful that we urged it upon the British Government, giving them every opportunity of seeing it working, and for their better conviction bringing home a steamer under liquid fuel from Borneo via the Cape to London. The steamer (*the Unruly*), which accomplished this historic voyage, brought petrol in bulk for the first time that it has ever been carried, constituting another record for British enterprise. To-day liquid fuel has taken the place of coal on practically all the capital vessels of our Navy, while the auxiliary cruisers have also passed from coal to oil."

The same is rapidly becoming true of our merchant marine. "Hundreds of steamers are being fitted to-day for burning liquid fuel, and great plans exist for building ships with internal combustion engines for the use of heavy oil." Mr. Marcus adds, "for developing aviation, by which places unknown either to motor traffic or to railways may be reached, and some of the advantages of civilization carried to many astonished natives."

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SEXES IN THE EMPIRE. VITAL DEED OF MORE EQUAL DISTRIBUTION. WOMEN WAR WORKERS AS COLONISTS.

The National Birth Rate Commission met recently under the presidency of the Bishop of Birmingham, and heard evidence from Commissioner David C. Lamb, director of the Emigration Department of the Salvation Army.

Commissioner Lamb said that time alone could prove whether the prevailing unemployment would be only a temporary phase of the transition period, which improved methods of organisation would overcome. He thought that if there was a severe spell of unemployment and distress, there was no hope of an improved birth-rate, though no doubt there would be large migrations. It had been stated that the C1 classes were adding to the population in larger proportion than the A1 classes, but in view of the increased publicity given to all matters pertaining to sex relationship during recent years he questioned very much if the C1 classes would continue to be so prolific. The lack of houses would also prevent many in the B1 and B2 classes from marrying, and from that cause also the birth-rate would suffer.

The disproportion of the sexes, which before the war was causing grave disquiet, had now assumed a menacing aspect. Sexually it promoted all sorts of evils; in the sphere of labour it was bound to cause serious trouble. He was again moved that, in this time of Empire reconstruction one of the most vital considerations should be the question of a more equal distribution of the sexes throughout the Empire. Any plan of readjustment which overlooked this necessity would have failed in one of the most essential details. More equal distribution was necessary.

(1) That men in the Overseas Dominions should have the opportunity of getting married.

(2) That there might be a higher standard of home life in the Dominions affected.

(3) For the sake of the women of the Motherland who were forced to the repression of their maternal instincts, and denied the opportunity of fulfilling their natural destiny.

MARRIAGE OPPORTUNITIES.

The Salvation Army, by means of its Emigration Department, had been doing much to assist women to settle in the Overseas Dominions, and had migrated about 10,000 single women. The failures did not amount to half of 1 per cent. Most of the girls had married well, and 70 per cent. of those sent to Canada had married within three years of their arrival.

At present the Migration Department was waiting for shipping facilities. They had already had applications from hundreds of girls desiring to go to various parts of the Dominions. An analysis of a hundred cases, taken at random, showed that a large number of the young women had been employed during the war in munition factories, on the land, and in war work generally. They were mainly between the ages of 17 and 25, and the majority wished to go to Canada, Ontario being particularly favoured. Many had friends waiting to receive them, some fathers, others sisters and brothers, and not a few sweethearts ready to marry them.

Some of the reasons given for desiring to emigrate were illuminating. A Paisley girl said she was tired of working in the thread mills. Three English farmers' daughters reared on a farm, and accustomed to all kinds of farm work and domestic duties, desired to make a way for themselves in Australia. A Kentish village maiden of some 20 summers wanted "to get a place in some town where there would be plenty of life." They represented generally a fine type of womanhood, and would certainly do credit to the old country wherever they went.

It was probable that in future the proportion of single women transferred to the Dominions would be considerably greater than it ever had been. It was expected that there would be opportunities for girls who had been working on the land during the war or employed in munition making, or in the various other occupations usually left to men. Many women who formerly might have been considered unsuitable for overseas conditions would have gained experience and developed capacity for many forms of employment that would render them valuable citizens for any community.

THE EXODUS FROM SCOTLAND.

The housing question would have a big effect on the birth-rate and on emigration. It was estimated that there was a lack of nearly 400,000 houses in England and Wales alone. It was reported that there would be a large exodus from Scotland when the shipping restrictions were removed. Was this to be wondered at when 47.9 of the population were living in houses of one and two rooms, the proportion in Glasgow being 62 per cent. 7 Scotland's young men and maidens were favouring migration more and more, and the population was declining perceptibly. Something should be done to make Scotland attractive for her own people. But the hasty system still remained in the rural districts, only very slightly modified within the last 20 years, and in the cities, towns, and villages the depressing and barrack-like tenement, the incubator of the slum germ, continued to spring up in all its unredeeming ugliness. The Dominions were benefiting, over much he was afraid, from the lack of civic sensitiveness of the Scot.

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For ONE HUNDRED YEARS in the CITY OF LONDON we have acted as Buying and Selling Agents for Traders, Storekeepers, Growers of Colonial Produce.

Are you requiring the services of London Agents to promote your interests? We shall be pleased to enter into correspondence with a view to arranging terms to mutual advantage.

BANK CREDITS ARRANGED.
CASH ADVANCED AGAINST SHIPMENTS.

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MOTOR BOATS

built under European supervision with the very best materials, and fitted with the following reliable Motors
CAILLE—PEERLESS—SCRIPPS.

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THEATRE ROYAL.

RETURN ENGAGEMENT FOR A SHORT SEASON OF
The most Popular Company that ever played in Hongkong.

BANVARD'S
AMERICAN MUSICAL COMEDY COMPANY,
IN A REPERTOIRE OF BRAND NEW MUSICAL TREATS.
LAST FEW NIGHTS
TO-NIGHT
FRIDAY, AUGUST 15th.
Presenting
"HIGH CLASS
VAUDEVILLE"
and
"SUFFRAGETTES."

SATURDAY MATINEE, AUGUST 16th, AT 4.15 P.M.

"HELLO HAWAII"

HAZEL BOYD

Will be seen as Charlie Chaplin.

SATURDAY NIGHT AT 9.15 P.M.

"HELLO HAWAII"

Bookings now at MOUTRIE'S—Curtain 9.15 p.m.
Prices \$3, \$2 & \$1. Matinee—Sat.

Reserved Seats will be Sold unless paid for, by 2 o'clock,
2 days previous to performance.



Call or Phone on
**HOGG, KARANJIA &
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1A, Chater Road,
SOLE AGENTS.
Tel. 215-1.

"Standard" Plumbing
Fixtures for Bath-
Rooms and Kitchen.
Built-in Baths, Closets,
inks, Tubs, Lavatories,
&c., &c.



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Brinsmead
Chappell
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Hamilton



IMPORTANT NOTICE.

IN Manufactures the most Important Point is Improvement, and in Dietetics
Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or
Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not
guarded against. Our Method shows a great advance. By the use of New Machinery
and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil, while our Factory is Free from
Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with
other Oils used for Culinary purposes: there is no rival.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY,

Office:—No. 28, Connaught Road West, HONGKONG

Factory:—No. 28, Kwei Lin Street, SAMSHUIPO.

This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

MR. ASQUITH ON COALITION.

"DILUTION AND PARALYSIS."

Addressing a meeting of the Yorks
Liberal Federation at Leeds on June 19th.
Mr. Asquith said:

I welcome this and similar gatherings
as evidence of a revival not only in the
spirit of Liberalism but in the specific
working activity of the Liberal party.
The temporary importance which was the
inevitable result of the artificial condi-
tions of the Election of last December is
over, but the vast majority, I have every
reason to think, of the rank and file of
our party throughout the country now
see, what I am afraid many of them
although some of us did our best to
enlighten them, did not see then, that
coalition is only another world for dilu-
tion and paralysis. (Hear, hear.) They
realise, as I hope and believe that you all
realise, that as a party we must recover
our freedom, and that until that is done
the position of Liberals in Parliament, or
as any rate, I am afraid I must say, the
majority of Liberals in Parliament, is
little better than that of hewers of wood
and drawers of water for an all-powerful
Tory majority. Let us—enough in the
Parliamentary scene, and I am myself
for the first time in many years in that
position (laughter) let us not be stint-
ing in our acknowledgment of the grati-
tude we owe to my right hon. friend, Sir
Donald Maclean—(cheers)—and his small
but gallant band, who under most dispiri-
ting conditions have shown, as illustrious
statesmen like Mr. Fox and Sir Robert
Peel showed in the past, the effective use
that can be made in the House of an op-
position small in numbers and keen in
spirit and united in purpose. (Cheers.)

FUTURE OF LIBERAL PARTY.

In our domestic situation there is if
wide field which appears to me to call not
only for the vigilance but for the or-
ganised activity and effort of an awak-
ened Liberal party. I am quite aware—
evidence reaches me from different quar-
ters—that some among the more ardent
of our younger spirits are tempted to cast
their old uniform and to migrate to the
Labour camp. The Labour party and
ourselves have many aims in common, and
in not a few of the controversies, actual
or imminent, of the immediate future, we
should, I am certain, find in them, as they
would find in us, associates, and more
than associates, allies. But I desire to
say with the utmost clearness and em-
phasis, that I regard the maintenance,
with its separate identity and its separate
traditions, of the Liberal party as of the
first importance to the State. We are not,
and we never have been, a party with
ironclad dogmas or exclusive tests. We
have always been ready, and I hope we
always shall be, to profit by the teaching
of experience, both international and
domestic, in this, which is an ever-chang-
ing and ever-developing world. But there
are two great covering principles, the aims
of which we always have been, and I trust
always shall be, the special custodians
and trustees. Never was either of them in
more need than at this moment of jealous
and watchful guardianship. What are
they? In the first place, freedom—
(cheers)—not merely negative but positive
freedom, freedom "from artificial re-
straints, but freedom also to make the
most and best both of social and indus-
trial life. We want freedom not only of
speech and writing, but freedom, complete
freedom, of trade (cheers)—freedom from
compulsory service, freedom from the re-
moval of all fictitious obstacles to the
fullest and complete self-development.
You cannot have a better or more pertin-
ent illustration than the struggle to which
we have been challenged, and which we
intend to wage against the revival of pro-
tection. What is protection? What does
it mean? It means free trade for other
people's business and preferential treat-
ment for my own. One of the reasons
that we ought to welcome, and I hope do
welcome, the recognition by the Paris
Conference of the practical installation of
the League of Nations, is that it is the
embodiment in the international sphere
of this great Liberal principle.

THE CASE OF IRELAND.

It is obvious that this will not be the
occasion to enter into in any detail those
specific items of our political programme,
but there are two things—I take them only
by way of sample and because of their
special urgency—to which I would invite
you to direct your special attention and
effort. The first is the case of Ireland.
(Hear, hear.) I, of course, put on one
side those ill-considered stories of deliberate
outrage and abuse which have recently
been circulated, and which we know to be
without solid foundation in fact. Quite
apart from all that, the situation is of the
gravest. You have only got to compare
it to-day in the month of June, 1919, with
what it was a little more than a year ago,
when the Convention had made its report,
when there seemed to be for the first time
almost in Irish history—certainly for
the first time in the history of the British
Empire—on the basis of self-government.
You want to contrast those two situations
and see how far in little more than twelve
months we have fallen back. The fatal
blunder was made—I and many of my
friends in the House of Commons de-
nounced it at the time, and predicted the
exact consequences which have ensued—
the fatal blunder was made on the morrow
of the report of the Convention of im-
posing compulsory service upon Ireland.
(Hear, hear.) It was of no military
value. It was never enforced. Yet it had
the effect of introducing in an atmosphere
which at the moment was one of concilia-
tion and of hope, elements of discord and
of rancour, which the enemies, and they
are many, of reconciliation between the
two countries took full advantage of, and
which paralysed all the efforts both of the
Constitutional Nationalists and of the
more intelligent and enlightened Unionists
of the country.

(Continued at foot of next column.)

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NAPIER JOHNSTONES
SQUARE
BOTTLE WHISKY
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SOLE AGENTS IN HONGKONG AND SOUTH CHINA

LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

"ASAHI BEER"

SOLE AGENTS
MITSU BUSSAN KAISHA

PROBLEM OF HOUSING.

I will give you one other topic which is
not of equal importance, but which is at
any rate of very great interest. We are
all—and with increased zeal in conse-
quence of the lessons which have been
taught us by the war—we are all urgent
advocates of social reconstruction. The
problem presents itself from many differ-
ent aspects. None of them, perhaps, is
more clamorous, more imperative in its
demand upon our statesmanship than the
problem of housing. (Hear, hear.) It is
now generally conceded that, largely
through the arrears of the past, partly,
also, through the exigencies of the war,
there is as an enormous deficiency to be
made good, which I think is not extra-
vagantly estimated for England and
Wales alone at some 500,000 houses. So
far as I know, although some six or seven
months have passed since the armistice
was brought into operation, not more
than a dozen houses have been erected.
(Laughter.) That is not very satisfactory
progress. There is no matter in which it
is more important that Liberals should
be awake and bestirring themselves, both
locally and nationally, than this danger-
ous, for it is dangerous, deficiency in our
social system should without delay be
made good.

There are two propositions in regard
to social reform which I think are often
lost sight of, not, I hope, by Liberals, but
the world at large. What are they? The
first is that, you should not make prom-
ises of social reform unless you can see
your way to finance them—(cheers)—other-
wise you come dangerously near to the role
of impostor. (Laughter.) My second is of a
more general kind, though it is in the
same sense and spirit, that you cannot
have any form of social reconstruction
which is worthy of the name unless it is
based upon sound finance.

DON'T FORGET
TO-DAY'S MATINEE
AT THE
VICTORIA THEATRE

"THE BULL'S EYE"

EPISODES 3, 4 & 5.

LA PERLA DEL ORIENTE
CIGARS AND CHERROOTS

made from selected and perfectly matured
leaves of tobacco

MANILA

Cigars and Cheroots of all sizes can be
obtained from all local stores.

SOLE AGENT:

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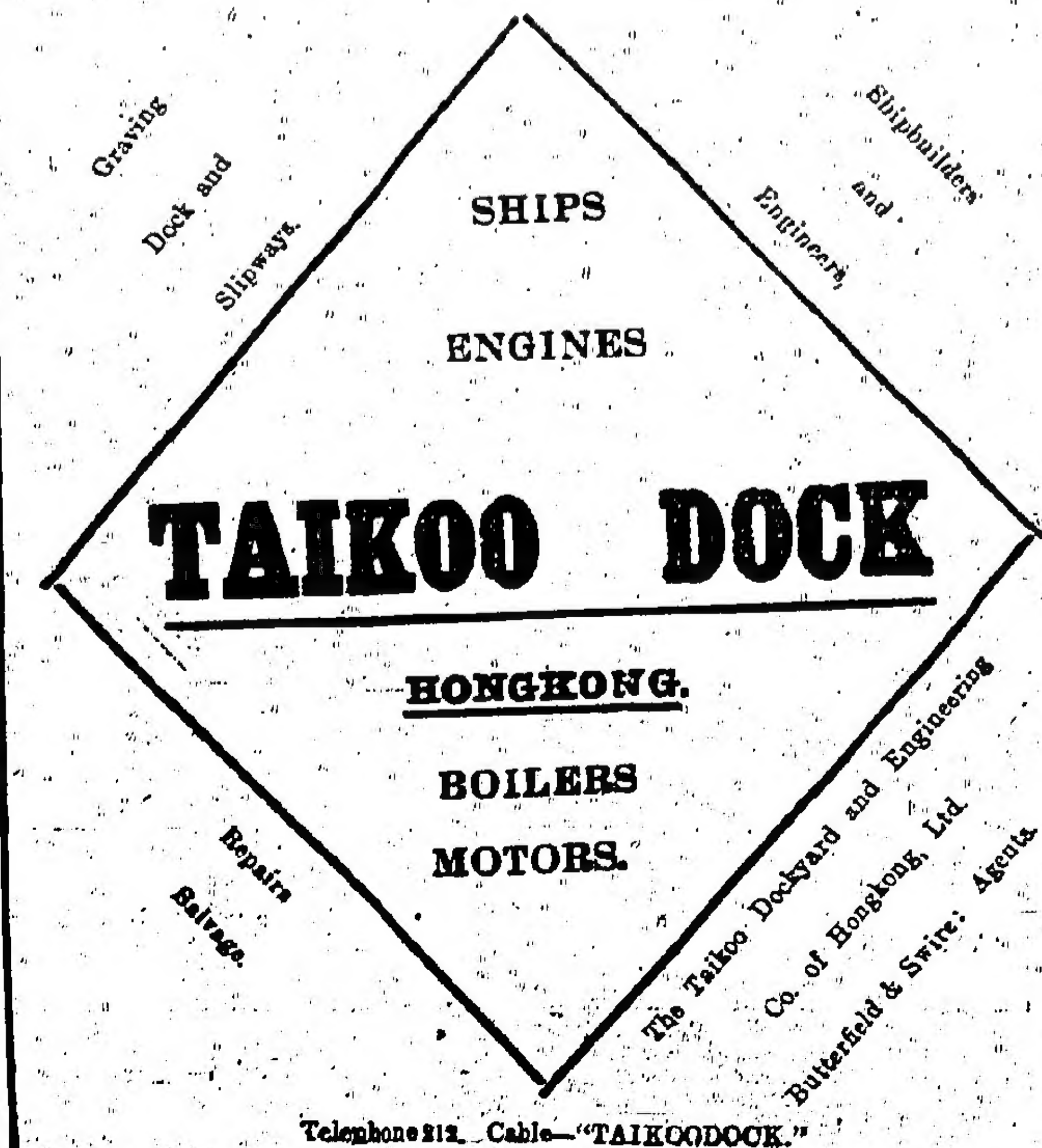
HONGKONG.

A GOOD INVESTMENT

is always sought after. Any expenditure, however, which promotes one's well-
being is a sound investment. Good health, undoubtedly, is one of the greatest assets
a man or woman can possess for without it none can be at their best physically or
mentally. Hence good health, the joy of life is dimmed. Beecham's Pills are a
paying investment for all who desire to promote and maintain good health. It is
wise to have recourse to this wonderful specific on the first signs of indisposition.
When the stomach is disordered, when the appetite is poor, when the bowels are
irregular, the liver sluggish or you feel generally out of sorts you cannot do better
than take a few doses of this world-famous medicine. You will certainly benefit.
There are ample returns in health and satisfaction for all who invest in the
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Prepared only by THOMAS BEECHAM, St. Helens, England.
Sold everywhere in boxes, price 9d (36 pills) 1/1d (56 pills) & 2/9 (168 pills).



Telephone 212. Cable—"TAIKOODOCK."

SHIPPING NEWS

ARRIVALS

August 15th.
Caroline, British str., 215 tons, Capt. G. H. Brown, from Swatow, with a general cargo.
Boh Canton, British str., 556 tons, Capt. Sparks, from Kwong Chow Wan and Marine, with a general cargo. Yai Hing & Co.

August 14th.
Amelia, Portuguese str., 215 tons, Capt. Costa, from Hoihow, with a general cargo. Tai Fung.
Amelia, American str., 2,202 tons, Capt. Dohson, from San Francisco, which port she left on July 17th, with a general cargo. China Mail S.S. Co.
Frederic, British str., 1,277 tons, Capt. Freer, from Shanghai and Daire, with a cargo of beans and oil. B. & S.

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PASSENGERS

2nd S.S. *Amelia*, on August 14th:
 Mr. and Mrs. J. J. Blundell, Miss May Chang, Mr. and Mrs. E. H. Ford, Mr. Byron Fox, Mr. Francisco Cakes, Mr. Robert E. Hertel, Mr. W. A. La Mountain, Dr. and Mrs. Alfredo Lello, Mr. W. Menzies, Mr. E. May, Mr. & Mrs. Francis McCudden, Mr. Wm. Mulqueen, Mr. and Mrs. Eugene Protin, Mr. Thos. Brown, Dr. James H. Sanders, Capt. J. H. O. Strickland, Mr. F. S. Weidman, Mrs. H. M. Atkinson, Mr. Thos. A. Burns, Miss Rosa Bonzel, Mr. H. A. Roberts, Mr. A. H. Fenwick, Mr. and Mrs. G. R. Henkel, Mrs. N. Luecke, Lady Rose Davies, Master Wm. Ross Davies, Mr. C. S. Whittier, Mr. and Mrs. James M. Barry.

SHIPPING MOVEMENTS

The R.M.S. *Empress of Japan* arrived at Hongkong today at 5 p.m.

The N.Y.K. s.s. *Amata Maru* (European line) left Singapore for this port on August 13th and is expected here on August 15th.

The N.Y.K. s.s. *India Maru* (European line) left Kobe for this port via Moji and Shanghai on August 13th and is expected here on August 15th.

The T.K.K. s.s. *Amata Maru* arrived at Yokohama on August 13th and sails on August 17th, being due at this port on August 18th.

The T.K.K. s.s. *Siberia Maru* arrived at Yokohama on August 13th and sails today for Honolulu and San Francisco.

WEATHER REPORT.

August 14th, 1919.—No returns from Vladivostok and Japan.

Pressure has decreased slightly along the coast from Weihaiwei to Fuzhou, and has increased moderately over Formosa and Luzon. It is nearly stationary in the neighbourhood of Hongkong. The typhoon continues on a northerly track.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 54.23 inches, against an average of 58.69 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Forecast:—
 Hongkong to Gap Rock — W. winds, moderate; sea, moderate; sea, moderate.
 Formosa Channel — The same as No. 1.
 South Coast of China between the same as Hongkong and Lamook — No. 1.
 South Coast of China between the same as Hongkong and Hainan — No. 1.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILIWONG	JAVA	19th Aug.	19th Aug.	JAPAN
TJILATJAP	JAVA	30th Aug.	30th Aug.	JAPAN
TJIKINI	SHANGHAI	23rd Aug.	26th Aug.	JAVA
TJIMANOEK	JAVA	19th Aug.	4th Sept.	JAVA
TJIPANAS	JAVA	23rd Aug.	—	—

* Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.
 Telephone No. 1574.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"TAIYUAN"	August 22nd.	August 28th.

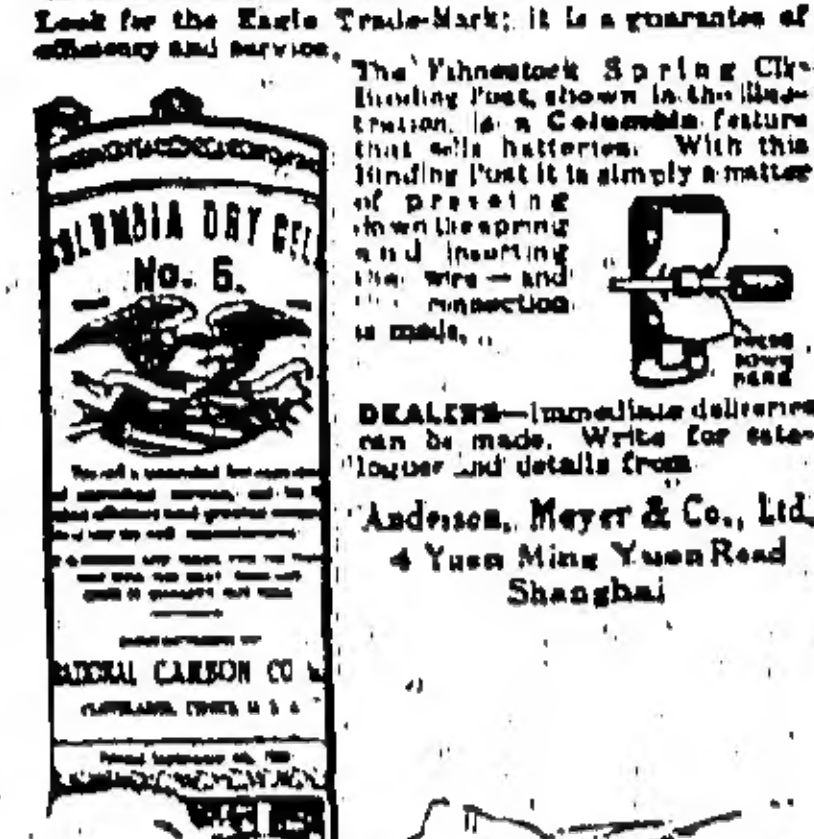
This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
 For freight or passage apply to

BUTTERFIELD & SWIRE,
 Agents.

Columbia Dry Batteries

Strength and Reliability

One of the most important factors in the selection of a battery is its strength and reliability. The Columbia Battery is the only one that is built to last. It is made of the best materials and is built to last. It is the only battery that is built to last.



DEALERS—immense quantities can be made. Write for catalogue and details from Anderson, Meyer & Co., Ltd., 4 Yuen Ming Yuen Road, Shanghai.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR Marseilles and London VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NAGAYA"	10th Aug.	2nd Oct.	11th Oct.
"KHIVA"	23rd Oct.	25th Nov.	4th Dec.

FOR BOMBAY VIA STRAITS & COLOMBO.

"DUNERA"	7th Sept.	Due Bombay about 26th Sept.
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FOR CALCUTTA VIA STRAITS & RANGOON.

"ARRATOON APCAR"	2nd Sept.	Due CALCUTTA 15th Sept.
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FOR SHANGHAI MOJI KOBE, etc.

"DUNERA"	25th Aug.	SHANGHAI only
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WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & CO., 22, Des Voeux Road Central HONGKONG.

THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"EASTERN"	Melbourne, via Queensland Ports	5th Sept.	8th Sept., 11 A.M.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewards are carried on each vessel. For Passage Rates and further particulars, apply to—
 J. S. GIBB, LIVINGSTON & CO., AGENTS.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMER	DATE	TIME
MANILA	"YUENHANG"	Fri., 15th Aug.	3 p.m.
SHANGHAI via NINGPO...	"TUNGSHING"	Sat., 16th Aug.	8 p.m.
KOBE	"AMFANG"	Sat., 16th Aug.	8 p.m.
SHANGHAI via SWATOW	"HANGSANG"	Sun., 17th Aug.	8 p.m.
SHANGHAI	"WOSANG"	Tues., 19th Aug.	8 p.m.
SANDAKAN	"BINSHING"	Tues., 19th Aug.	8 p.m.
STRAITS & CALCUTTA	"YATSHING"	Tues., 19th Aug.	8 p.m.
MANILA	"LAONHANG"	Fri., 22nd Aug.	3 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Sat., 23rd Aug.	3 p.m.
KOBE	"KWAIHANG"	Tues., 25th Aug.	6 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

SAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

SORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kadi, Jesselton, Labuan, Tawau and Lahad Datt.

TIENSHIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to

JARDINE, MATHESON & CO., LTD.,
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General Managers.

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SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, Moji, Kobe & Yokohama)

STEAMERS	FROM HONGKONG	DATE
Monteagle	Aug. 16	Sept. 9
Empress of Japan	Aug. 20	Sept. 10
Empress of Russia	Sept. 4	Sept. 22
Empress of Asia	Oct. 2	Oct. 20
Monteagle	Oct. 23	Nov. 17
Empress of Japan	Oct. 15	Nov. 5
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
Monteagle	Jan. 1	Jan. 25

Owing to Japanese Quarantine Regulations "Monteagle" 16th August, "Empress of Japan" 10th August, and "Empress of Russia" 4th September will not call at Hongkong.

CANADIAN NEW TRAIN DE L'EST
 "THE TRANS-CANADA LIMITED"
 Vancouver to Montreal 94.12 hours.

For particulars regarding passage for freight rates and through bills of lading, apply to the Agents of the Line at Vancouver, Seattle, Tacoma, Victoria, and other ports in Canada and U.S., also to the General Agent, Passenger Dept., Phone 122.

HONGKONG.

CANADIAN PACIFIC
 OCEAN SERVICES

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN NIGHT"	About August 18th.
"OLD RIDGE"	August 18th.
"EDMOOR"	August 25th.
"WEST BEPPBURN"	Middle September.

For PORTLAND direct.

"COAXET"	Late August.
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Through Bills of Lading issued to Overland Common Ports.

For Freight and Particulars apply to

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

TELEPHONE 2477 & 2478. Fifth Floor, Hotel Mansions.

Y. K. K.



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 KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

REGULAR SERVICE FOR

FREIGHT BETWEEN

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FOR PARTICULARS PLEASE APPLY TO—

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to SHIRAZ, LAGOS BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and PE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to SHIRAZ, LAGOS BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

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Managing Agents.

"ELLERMAN" LINE.

(RUEPMAN & BUCKNELL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Reiss & Co., Canton.

THE BANK LINE LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
WUHU	"CHIEH"	On 15th Aug. D'light.
PAKHAI and HAIPHONG	"KAI FONG"	On 15th Aug. 9 A.M.
LOILO and KOLUMBUBAN	"PAKHAI"	On 15th Aug. 10 A.M.
HOIHOW and SINGAPORE	"LINAN"	On 17th Aug. 10 A.M.
SHANGHAI	"WUHU"	On 18th Aug. 4 P.M.
SHANGHAI	"SUINAG"	On 19th Aug. D'light.
SWATOW and BANGKOK	"HUPH"	On 19th Aug. 11 A.M.
SHANGHAI	"YINGCHOW"	On 20th Aug. D'light.
SHANGHAI	"CHEKIANG"	On 21st Aug. 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina	... SUNDAY	17th Aug. at Noon.
"HAITAN"	Capt. A. H. Stewart	... TUESDAY	19th Aug. at 1 P.M.
"HAIFONG"	Capt. J. W. Ewans	... SUNDAY	24th Aug. at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA."
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

S.S.	From	At
"WEST CONOE"	Hongkong	at Noon
"VENEZUELA"	Hongkong	at Noon
"ECUADOR"	Hongkong	at Noon
"COLOMBIA"	Hongkong	at Noon

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the attendance on passengers cannot be overestimated.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC COAST SERVICE, LTD.

For further information rates, literature, schedules, etc., apply to—
COMPANY'S OFFICE at Alexander Building, Queen Road.
Telephone Nos. 221 & 222

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NAGOYA	30th August	2nd Oct.	11th Oct.
KHIVA	23rd October	25th Nov.	4th Dec.

FOR BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at Bombay about
DUNERA	7th Sept.	26th Sept.

FOR CALCUTTA VIA STRAITS & RANGOON.

Steamer	Leave Hongkong about	Due at Calcutta about
ARRATOON APCAR	2nd Sept.	25th Sept.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Shanghai Only
DUNERA	25th August	

Tickets Interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

KASHIMA MARU (omitting Keelung & Shanghai)	Friday, 22nd Aug. at 11 a.m.
FUSHIMI MARU (omitting Manila)	Friday, 19th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

INABA MARU	Friday, 22nd Aug. at Noon.
KAMO MARU	Friday, 5th Sept. at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

EKI MARU	Wednesday, 20th Aug. at 11 a.m.
TANGO MARU	Wednesday, 24th Sept. at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... Saturday, 23rd Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KOSOKU MARU	Friday, 15th Aug.
ATSUTA MARU	Monday, 18th Aug. at 4 p.m.
BOMBAY MARU	Thursday, 21st Aug.
SHIZUOKA MARU	Thursday, 4th Sept. at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Ospe, etc).

TAJIMA MARU (Marseilles & Liverpool)	Middle of August.
WAKASA MARU (London & Antwerp)	End of September.
TSUYAMA MARU (Marseilles & Liverpool)	End of September.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 221 & 222

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
PERNIA MARU	8,000	Aug. 25th.
KOREA MARU	20,000	Sept. 10th.
NIPPON MARU	11,000	Sept. 25th.
TENYO MARU	22,000	Oct. 2nd.
SIBERIA MARU	20,000	Oct. 10th. (from Yokohama)

+ omitting call at Shanghai

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANYO MARU	15,500	Sept. 10th.
SRIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,500	Jan., 9th, 1920.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports at Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—
T. DAIGO, Manager, King's Building.

Telephone Nos. 274 and 275.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	Sailing Date
SHANGHAI, KOBE & YOKOHAMA	"PORTOS" ... 20,000	On or about 18th Aug.
	"PAUL LECAT" ... 22,000	On or about 14th Sept.
	"SPHINX" ... 20,000	On or about 11th Oct.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOULT, SUEZ, PORT SAID ...
"ANDRE LEBON" ... 22,000 ... On or about 28th Aug.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET, Acting Agent, Queen's Building, Telephone 740.

O. S. K. OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
"AMAZON MARU" ... Friday, 15th August.
"ALFAL MARU" ... Friday, 28th August.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.
"TACOMA MARU" ... Wednesday, 10th September.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"BURMA MARU" ... Sunday, 2nd August.

BANGKOK, SINGAPORE—Regular Monthly service.
"SEISEN MARU" ... Monday, 1st September.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. & ADELAIDE.
"LUZON MARU" ... Beginning October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Monday, 18th August.

"CANADA MARU" ... Monday, 1st September.

JAPAN PORTS—Mojji, Kobe, Yokohama, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.
"BOSU MARU" ... Friday, 15th Aug. at 9 a.m.

For KEELUNG via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 746.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (11,000 tons, American Registry) "CHINA" (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.
"NANKING" Aug. 22nd, 1919. "CHINA" Sept. 11th.

[An unsurpassed high-class passenger service.]

O. H. RITTER, Freight and Passenger Agent, 105 House Street, Tel. 1942.

